# The Atchison, Topeka & Santa Fe Railway Co.

# Coast Lines

## VALLEY
AND
## SAN FRANCISCO TERMINAL DIVISIONS

# EMPLOYES' TIME TABLE No. 64

IN EFFECT

**SUNDAY, AUGUST 10, 1930,**

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Superseding Time Table No. 63, Dated June 1, 1930, and any Supplements thereto.

**This Time Table is for the Government and Information of Employes of this Company only.**

W. K. ETTER,
GENERAL MANAGER,
Los Angeles, Cal.

F. J. MacKIE
ASSISTANT GENERAL MANAGER
Los Angeles, Cal.

C. G. FLUHR,
SUPERINTENDENT,
Valley Division,
Fresno, Cal.

P. W. DOANE,
H. H. TISDALE,
TRAINMASTERS,
Valley Division,
Fresno, Cal.

J. A. CHRISTIE,
SUPERINTENDENT,
San Francisco Terminal Division,
San Francisco, Cal.

E. W. TERRY,
TRAINMASTER,
San Francisco Terminal Division,
Richmond, Cal.

V. J. IMHOFF,
CHIEF DISPATCHER
Fresno, Cal.

A. C. HARGIS,
NIGHT
CHIEF DISPATCHER,

J. D. SUTHERLAND,
J. H. ZIESKE,
J. L. HARTZELL,
S. A. WYSONG,
H. HOLDER,
P. W. ARCHIBALD,
E. M. TAYLOR
DISPATCHERS, Fresno, Cal.

## ALL DISTRICTS

1. A copy of the book entitled, "The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department," dated 1927, and of the book, "Rules and Regulations for the Maintenance of Way and Structures," dated 1928, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

3. The number of tons shown by rate sheet as ordinary rating for engines is based on the maximum grade; but between points where grades and other conditions are favorable more cars can frequently be hauled, and conductors are required to fill out trains to car limit or to full capacity of their engines.

4. Rule 1 (B): Standard clocks are located at Bakersfield (Yard Office and Round House), Corcoran, Reedley, Calwa (Station and Round House), Fresno, Riverbank, Mormon, Richmond, Ferry Point, and Yard Office, China Basin.

5. Rule 5: At stations named below, schedule time and train orders apply at switch where opposing train enters siding.

First-class trains must not pass the point where traffic is received or discharged before time shown in schedule.

Tulare, siding west of depot.

6. Rule 88: At following stations the designated switches are "heading-in" points for trains which are required to take siding and train holding main track will remain clear until opposing train shall have cleared.

Corcoran (Eastward trains only), Crossover switch west of water tank.

Visalia (Westward trains), East switch to house track.

Hanford, the siding west of S. P. crossing.

Calwa, trains entering yard from Visalia district will use Eastward main track to first switch west of double-track junction.

Merced (Westward first-class trains only), Crossover switch east of depot.

(Eastward trains), crossover switch west of depot. During period towerman on duty at tower No. 2, west end extension of siding can be used by trains required to take siding when to do so will not interfere with the movement of Y. V. passenger trains.

Riverbank (Westward trains), Lead or siding switch opposite car repair shed.

Mormon (Westward trains), crossover switch at signal 11193.

Stockton (Westward trains), Crossover switch east of depot.

Glen Frazer; Westward trains taking siding will use the south siding and Eastward trains, the north siding.

Christie and Gateley; Westward trains taking siding will use the north siding and Eastward trains the south siding.

7. Rule 10 (A): Permanent slow boards are located 1500 feet in advance of curves, bridges, or other points where speed of trains is permanently restricted. Where two or more restricted areas are close together but one board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

8. Rule 17: In addition to the provisions thereof, trains on siding at night must not display headlight until rear of train on the main track has passed.

Electric headlights must be dimmed:

(a) At meeting points by trains on main track after switch has been lined for opposing train to enter siding, as prescribed by Rule S-89 (A).

(b) Approaching another train in the act of receiving or discharging passengers.

(c) On double track as may be expedient, when trains are approaching from opposite direction.

9. Rule 82 (A): Bulletin boards and books are located at Bakersfield, Corcoran, Calwa, Ducor, Cutler, Reedley, Riverbank, Mormon, Stockton, Antioch, Pittsburg, Richmond, Ferry Point, Oakland, and San Francisco.

10. Rules 83 (A) and 343: At register stations, conductors must personally register their train, unless relieved therefrom by Form T train order, except as provided below.

At Bakersfield, a Southern Pacific register will be maintained by the operators which will contain the same information indicated on the register at Kern Jct. and will be used to comply with S. P. Rule 83-C, but must not be used for registration.

At Corcoran, first-class trains; except those originating and terminating, may register by Form 903 and need not check register.

At Calwa, Nos. 2, 9, and 22 may register by Form 903 and need not check register.

At Fresno, Corcoran, Cutler, and Stockton, extra trains (except those originating and terminating) need not register, but will check register for opposing trains, unless such trains have been met on single track or their arrival indicated on register previously checked.

At Richmond first-class trains may register by Form 903, but must check register against opposing superior trains unless given Form "T" train order.

11. Rule 86 is amended as follows: Within automatic block signal territory, except when signals are inoperative, an inferior train must clear a first-class train, or a superior train created by Example (3) of Form G train order, in the same direction, not less than five minutes and must clear the block sufficiently to prevent delay.

12. Rule 93: Yard limits are located at Kern Junction-Bakersfield-Landco-Oil Junction; Oil Junction-Oil City; Lindsay, Porterville, Corcoran, Hanford, Visalia, Cutler-Wyeth; Reedley, Piedra, Calwa-Fresno-Hammond; Merced, Riverbank-Oakdale; Stockton-Mormon; Sando-Antioch, Pittsburg, Bay Point, Richmond-Ferry Point; and Oakland.

Rule 711: At following stations, between limits described, all trains and engines will move governed by automatic and/or interlocking signals, whose indications are superior to class and direction:

Kern Junction-Bakersfield-Landco-Oil Junction: Between Kern Junction tower, Signal 8894 west of Landco on First District and Oil Junction on the Porterville District.

Calwa-Fresno-Hammond: Between Signal No. 9931 east of Calwa, Signal No. 681 on the Visalia District and Signal No. 10002 at west end of Hammond.

Richmond-Ferry Point: Between Signal 11881 at east end of Richmond yard Third District, Signal No. 12 on Oakland District, and Ferry Point.

Westward trains finding Signal 11881, Third District, and Eastward trains finding Signal 2, Oakland District, in "Stop" position must stop and may at once proceed at restricted speed. This modifies Rule 830 (a).

13. Rule 97: Extra trains, the conductors and enginemen of which have been furnished clearance card, Form 902, numbered and OK'd by the train dispatcher and orders designated thereon, are authorized to move with the current of traffic on double track from a district terminal to a district terminal or from an intermediate station to a district terminal without Form G train order, but if provision has been made for the use of a section of double track as single track no extra train may move over such section in either direction without having an order Form G. A Form G order will be required for all short movements between intermediate stations.

14. Rule 103: In addition to the provisions thereof, cars must not be cut off upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

15. Rule 210: In addition to the provisions thereof, no train will leave its initial station on any District, except westward trains at Kern Jct. and where the office is closed or not maintained, without receiving clearance card, Form 902, numbered and OK'd by the train dispatcher.

Bakersfield is the initial station for all trains departing on First District.

No train will leave Richmond or Ducor (except when operator not on duty), (except Nos. 37, 45, 47, 49, 21, 41, 9, 5, 321, 341, 309, and 305 at Richmond), without receiving clearance card.

At Fresno, first-class trains must get clearance, Form 902, other than first-class trains will not be required to get clearance. All trains must secure clearance card, Form 902, before passing Fresno tower when enroute to Fresno Interurban District.

At Calwa, Nos. 2, 9, and 22 need not get clearance card, Form 902, if train order signal indicates clear.

16. Rule 221: The second paragraph abrogated.

Rule 221 (A) applies only to trains taking siding at stations where the train order signal is located between the siding switches.

17. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

18. Rule 310: Following is list of structures:

| Mile Post | Location | Description |
|---|---|---|
| 1096.7 | Bridge A-1097 | Truss Bridge |
| 1166.4 | Bridge Ab-1167 | S. P. Bridge |
| 1166.5 | Bridge Ac-1167 | Highway Bridge |
| 1169.3 | Bridge Ba-1170 | Highway Bridge |
| 1170.2 | Between Vine Hill and Muir | Tunnel No. 1 |
| 1171.0 | Between Muir and Glen Frazer | Tunnel No. 2 |
| 1173.6 | Between Glen Frazer and Christie | Tunnel No. 3 |
| 1181.0 | Between Herpoco and Pinole | Tunnel No. 4 |
| 1190.5 | Between Richmond Ave. and Ferry Point | Tunnel No. 5 |

19. Rule 314: No freight train will run more than fifty miles without stop for inspection, except that this distance may be exceeded as follows: Between Wasco and Hanford in both directions; Allensworth and Calwa westward only; Corcoran and Bakersfield, eastward only; Calwa and Merced, in both directions; Le Grand and Riverbank, in both directions; provided, stop and inspection is made of trains at stations entering and leaving above limits.

20. Rule 356:

California: Civil Code, Section 2188, provides—

"A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

Section 487 provides—

"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house, on stopping the train."

21. . . . . . . . . . . .

22. Rule 391: Standard thermometers are located at Oakland, Richmond, Stockton, Riverbank, Fresno, Calwa, Corcoran, and Bakersfield. Conductors of trains having perishable freight will be governed by instructions contained in SFRD circular 2-I supplements thereto, and special bulletins with respect to handling ventilators.

23. The speed of passenger trains will ordinarily be that prescribed in the schedule; but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar and train conductors must observe that this is done.

Maximum speed of passenger trains, thirty miles per hour, freight trains, twenty miles per hour over switches and frogs entering or leaving turnouts at double track junctions not otherwise restricted. Maximum speed of all trains entering or leaving all other turnouts and crossovers, ten miles per hour.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure, and use whistle freely.

Trains handling wrecking derricks, steam shovels, Browning hoists, or pile-drivers, must not exceed twenty-four miles per hour (one mile in two minutes, 30 seconds) on any portion of the First, Second, Third, Oakland, Porterville and Visalia Districts and fifteen miles per hour (one mile in four minutes) on all other Districts.

Trains having dead engines in tow must observe the following speed:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, 10 miles per hour (six minutes for each and every mile).

With rods down or disconnected but with all drivers on rail, 15 miles per hour (four minutes for each mile).

With all rods up and connected, 20 miles per hour (three minutes for each mile).

**MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE**

| CLASS | Service: Passenger | | Freight and Mixed | | Light | |
|---|---|---|---|---|---|---|
| | Min. | Sec. | Min. | Sec. | Min. | Sec. |
| 308–332 | 1 | 43 | 1 | 43 | 1 | 43 |
| 439–453 | 1 | 12 | 1 | 20 | 1 | 30 |
| 464–467 | 1 | 43 | 1 | 43 | 1 | 43 |
| 468–502 | 0 | 51 | 1 | 20 | 1 | 30 |
| 649–728 | 1 | 43 | 1 | 43 | 1 | 43 |
| 769–788 | 1 | 43 | 1 | 43 | 1 | 43 |
| 789–824 | 1 | 43 | 1 | 43 | 1 | 43 |
| 825–864 | 1 | 43 | 1 | 43 | 1 | 43 |
| 900–989 | 1 | 43 | 1 | 43 | 1 | 43 |
| 990–999 | 1 | 43 | 1 | 43 | 1 | 43 |
| 1200–1225 | 0 | 51 | 1 | 20 | 1 | 30 |
| 1226–1266 | 0 | 51 | 1 | 20 | 1 | 30 |
| 1270–1289 | 0 | 51 | 1 | 20 | 1 | 30 |
| 1297–1308 | 0 | 51 | 1 | 20 | 1 | 30 |
| 1309–1388 | 0 | 51 | 1 | 20 | 1 | 30 |
| 1400–1478 | 0 | 51 | 1 | 20 | 1 | 30 |
| 3500–3534 | 0 | 51 | 1 | 20 | 1 | 30 |
| 1950–1991 | 1 | 43 | 1 | 43 | 1 | 43 |
| Motors M-107, M-130, M-131, M-180 | 1 | 00 | | | 1 | 00 |
| Switch, no truck | | | | | 3 | 00 |
| All Other Classes | | | 1 | 43 | 1 | 43 |
| All Classes, backing up | | | | | 3 | 00 |

**A tolerance of ten (10) per cent is allowed on the above excepting engines whose maximum is 70 miles per hour (one mile in 51 seconds).**

**MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE**

| LOCATION | Passenger | | Freight and Mixed | | Light | |
|---|---|---|---|---|---|---|
| | Min. | Sec. | Min. | Sec. | Min. | Sec. |
| **FIRST DISTRICT** | | | | | | |
| Between Bakersfield and Kern Jct. | 3 | 0 | 3 | 0 | 3 | 0 |
| Through city limits, Hanford | 3 | 0 | 3 | 0 | 3 | 0 |
| Between Stoil and Alpaugh and between Laton and Lanare | 2 | 30 | 2 | 30 | 2 | 30 |
| **VISALIA DISTRICT** | | | | | | |
| Through city limits, Tulare | 3 | 0 | 3 | 0 | 3 | 0 |
| Through city limits, Visalia | 3 | 0 | 3 | 0 | 3 | 0 |
| Through city limits, Reedley | 3 | 0 | 3 | 0 | 3 | 0 |
| Through Parlier and Del Rey | 2 | 30 | 2 | 30 | 2 | 30 |
| Between Visalia and Corcoran | 1 | 20 | 2 | 00 | 2 | 00 |
| **PORTERVILLE-OROSI DISTRICT** | | | | | | |
| Between Minkler and Wyeth | 2 | 24 | 2 | 24 | 2 | 24 |
| Between Cutler and Wyeth | 3 | 0 | 3 | 0 | 3 | 0 |
| Between Wyeth and Lindsay | 1 | 12 | 2 | 0 | 2 | 0 |
| Through city limits, Lindsay | 3 | 0 | 3 | 0 | 3 | 0 |
| Between Ducor and Porterville Jct. | 1 | 20 | 2 | 24 | 2 | 24 |
| Between Lindsay and Porterville Jct. | 1 | 20 | 2 | 0 | 2 | 0 |
| **WAHTOKE DISTRICT** | | | | | | |
| Between Minkler and Piedra | 3 | 0 | 3 | 0 | 3 | 0 |
| Between Reedley and Minkler | 2 | 24 | 2 | 24 | 2 | 24 |
| **FRESNO INTERURBAN DISTRICT** | | | | | | |
| Between Hammond and Fairview | 4 | 0 | 4 | 0 | 4 | 0 |
| Between Fairview and Elk | 2 | 24 | 2 | 24 | 2 | 24 |
| **SECOND DISTRICT** | | | | | | |
| Through city limits, Fresno | 10 | 0 | 10 | 0 | 10 | 0 |
| Through city limits, Merced | 7 | 30 | 7 | 30 | 7 | 30 |
| **THIRD DISTRICT** | | | | | | |
| Through Interlocker Tower 2, Stockton | 2 | 24 | 2 | 24 | 2 | 24 |
| Through city limits, Stockton | 7 | 30 | 7 | 30 | 7 | 30 |
| Between Mile Posts 1124 and 1140 | 1 | 12 | 1 | 43 | 1 | 30 |
| Through city limits, Antioch | 7 | 30 | 7 | 30 | 7 | 30 |
| Through city limits, Pittsburg | 2 | 30 | 2 | 30 | 2 | 30 |
| Over street crossing west of depot, Bay Point | 2 | 0 | 2 | 0 | 2 | 0 |
| Between Maltby and Pinole | 1 | 20 | 2 | 0 | 2 | 0 |
| Through Tunnel No. 3 | 2 | 0 | 2 | 0 | 2 | 0 |
| Through crossover main line just west of depot, Richmond | 6 | 0 | 6 | 0 | 6 | 0 |

## OAKLAND DISTRICT

**No train or engine will exceed a speed of 15 miles per hour through corporate limits of El Cerrito and Albany, and 20 miles per hour between the west corporate limits of Albany and San Pablo Avenue, Oakland. Whistle will be reasonably and moderately used, but unnecessary use will be avoided. Engine bell must ring continuously within these limits.**

## ALL DISTRICTS

**Over interlocked crossings not otherwise restricted reduce speed to forty (40) miles per hour.**

24. . . . . . . .

25. Rule 701: Red or purple lights may be used in Dwarf signals to indicate "Stop."

26. **FLAG STOPS TO PICK UP REVENUE PASSENGERS**

| Train | Stops | Passengers Destined |
|---|---|---|
| No. 2 | Any station | East of Bakersfield |
| No. 22 | Any station | East of Bakersfield |

**FLAG STOPS TO DISCHARGE REVENUE PASSENGERS**

| Train | Stops | Passengers From |
|---|---|---|
| No. 2 | Any station east of Fresno | West of Fresno |
| No. 2 | Any station east of Stockton | Beyond stateline from connecting lines at Stockton |
| No. 22 | Any station between Fresno and Bakersfield | Fresno and West Thereof |
| No. 22 | At Escalon | San Francisco, Oakland, Berkeley or Richmond |
| No. 5 | Any station west of Cutler | East of Fresno |
| No. 9 | Any station | East of Bakersfield |
| No. 21 | Any station | East of Bakersfield |

27. Rule 830: Automatic signals between Kern Junction and Ferry Point, and between Landco and Oil Junction.

Trains holding main track at meeting points in this territory will not open switch for opposing train to enter siding until such train has entered the block.

28. Rule 460: Engine flues must not be sanded while passing dry grain fields, tule lands or other places where fire might result.

29. Passenger trains backing between Calwa and Fresno; Riverbank and Oakdale and Richmond and Ferry Point, will have brakeman stationed on the forward platform, provided with brake valve, air whistle and, in addition, at night, a white light.

## FIRST DISTRICT

30. Unnecessary use of steam whistle between Kern Junction and Oak Street, Bakersfield, prohibited except in case of fog or other unusual condition, when whistle may be reasonably and moderately used.

Use of whistle in making air tests Bakersfield yard will be omitted.

31. Double track between Kern Jct. and Bakersfield, be governed by Rule D-151.

32. Rules 701, 703, and 704. Kern Junction interlocker: Dwarf signal governing movement against current of traffic is a position light signal: two white lights in horizontal row indicate stop; two white lights at an angle of 45 degrees, upper right hand quadrant, indicate proceed at restricted speed; two white lights in a vertical row indicate proceed.

33. Rule 19. Between Kern Junction and Bakersfield and between Bakersfield and Oil Junction, trains to and from the joint track, in either direction may use markers showing green to the front and sides and red to rear, as prescribed by the Southern Pacific rules.

(Continued on Page 11)

# VALLEY DIVISION—PORTERVILLE-OROSI DISTRICT

| WESTWARD First Class 5 MOTOR | Capacity of Sidings | Fuel, Water, Turn Tables and Wyes | Miles from Minkler | Ruling Grade Ascending | TIME TABLE NO. 64 August 10, 1930 | Ruling Grade Ascending | Office of Communication and Booth Phone | EASTWARD First Class 10 MOTOR |
|---|---|---|---|---|---|---|---|---|
| Leave Daily | No. Cars | | Miles | | STATIONS | | | Arrive Daily |
| AM 7.00 | YARD | FW TY | 116.0 | | BAKERSFIELD | | | PM 5.45 |
| | | | | 13.3 | 2.1 | 0.0 | | |
| AM 7.07 | 60 | | 113.9 | | LANDCO | | B | PM 5.39 |
| | | | | 0.0 | 3.2 | 51.5 | | |
| 7.15 | | | 110.7 | | OIL JUNCTION | | B | 5.31 |
| | | | | | 38.8 | | | |
| 8.40 | | | 71.9 | | DUCOR | | C | s 4.22 |
| | | | | 56.8 | 5.9 | 52.8 | | |
| f 8.55 | 56 | | 66.0 | | ULTRA | | B | f 4.08 |
| | | | | 52.8 | 7.0 | 52.8 | | |
| 9.09 | | | 59.0 | | PORTERVILLE JCT. P. N. E. Railway Crossing | | | 3.53 |
| | | | | 0.0 | 0.8 | 33.2 | | |
| s 9.14 | 49 | YW | 58.2 | | PORTERVILLE | | C | s 3.50 |
| | | | | 52.8 | 5.8 | 52.8 | | |
| | | | 52.4 | | Visalia Electric Railway Crossing | | | |
| | | | | 0.0 | 0.5 | 3.8 | | |
| f 9.26 | 38 | | 51.9 | | STRATHMORE JCT. | | B | f 3.37 |
| | | | | 31.1 | 1.1 | 0.0 | | |
| 9.28 | 33 | | 50.8 | | MIRADOR | | | 3.34 |
| | | | | 3.1 | 1.5 | 31.4 | | |
| | | | 49.3 | | Visalia Electric Railway Crossing | | | |
| | | | | 0.0 | 2.6 | 26.4 | | |
| s 9.38 | 38 | W | 46.7 | | LINDSAY | | C | s 3.25 |
| | | | | 5.0 | 3.1 | 34.8 | | |
| | 20 | | 43.6 | | LUCCA | | | |
| | | | | 0.0 | 0.6 | 0.0 | | |
| | 16 | | 43.0 | | SIDES | | | |
| | | | | 15.8 | 3.8 | 0.0 | | |
| s 9.52 | 71 | | 39.2 | | EXETER | | C | s 3.10 |
| | | | | 15.8 | 0.3 | 0.0 | | |
| | | | 38.9 | | Visalia Electric Railway Crossing | | | |
| | | | | 15.8 | 0.6 | 0.0 | | |
| | 9 | | 38.3 | | ANTES | | | |
| | | | | 4.7 | 2.1 | 5.3 | | |
| | 31 | | 36.2 | | VENIDA | | | |
| | | | | 0.0 | 2.1 | 5.3 | | |
| f10.01 | 21 | | 34.1 | | FANE | | | f 2.58 |
| | | | | 21.1 | 2.9 | 8.9 | | |
| f10.07 | 23 | W | 31.2 | | HILLMAID | | B | f 2.52 |
| | | | | 20.8 | 0.1 | 30.8 | | |
| | | | 31.1 | | Visalia Electric Railway Crossing | | | |
| | | | | 20.8 | 1.0 | 30.8 | | |
| f10.09 | 19 | | 30.1 | | REDBANKS | | B | f 2.49 |
| | | | | 0.0 | 1.8 | 20.8 | | |
| | 10 | | 28.3 | | CAIRNS | | | |
| | | | | 0.0 | 1.4 | 17.4 | | |
| f10.14 | 14 | | 26.9 | | RAYO | | | f 2.43 |
| | | | | 0.0 | 3.1 | 17.4 | | |
| f10.20 | 38 | | 23.8 | | SEVILLE | | B | f 2.36 |
| | | | | 15.3 | 3.2 | 10.8 | | |
| 10.25 | | Y | 20.6 | | WYETH | | | 2.29 |
| | | | | | 1.6 | 26.8 | | |
| 10.28 AM | 70 | WF | | | CUTLER | | C | 2.25 PM |
| | | | | 0.0 | 1.6 | | | |
| | | Y | 20.6 | | WYETH | | | |
| | | | | 14.4 | 2.0 | 0.0 | | |
| | 29 | | 18.6 | | OROSI | | C | |
| | | | | 30.3 | 4.2 | 0.0 | | |
| | 11 | | 14.4 | | PRIMERO | | | |
| | | | | 19.0 | 2.2 | 15.2 | | |
| | 44 | | 12.2 | | ORANGE COVE | | C | |
| | | | | 16.2 | 5.9 | 10.6 | | |
| | 28 | | 6.3 | | NAVALENCIA | | | |
| | | | | 25.3 | 6.3 | 31.7 | | |
| | 27 | WY | 0.0 | | MINKLER | | C | |
| Arrive Daily | | | | | (116.0) | | | Leave Daily |
| (28.2) | | | | | Average speed per hour | | | (29.1) |

# WAHTOKE DISTRICT

| WESTWARD Second Class | | Capacity of Sidings | Fuel, Water, Turn Tables, and Wyes | Miles from Reedley | Ruling Grade Ascending | TIME TABLE NO. 64 August 10, 1930 | Ruling Grade Ascending | Office of Communication and Booth Phone | EASTWARD Second Class | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | No. Cars | | Miles | | STATIONS | | | | |
| | | YARD | | 16.9 | | PIEDRA | | C | | |
| | | | | | 0.0 | 2.1 | 58.3 | | | |
| | | 8 | | 14.8 | | AVOCADO | | | | |
| | | | | | 0.0 | 3.5 | 57.0 | | | |
| | | 38 | | 11.3 | | OAKHURST | | | | |
| | | | | | 0.0 | 2.0 | 52.8 | | | |
| | | 27 | WY | 9.3 | | MINKLER | | C | | |
| | | | | | 0.0 | 3.4 | 31.7 | | | |
| | | 15 | | 5.9 | | WAHTOKE | | B | | |
| | | | | | 33.2 | 1.0 | 0.0 | | | |
| | | 6 | | 4.9 | | VINO | | | | |
| | | | | | 13.2 | 0.5 | 21.1 | | | |
| | | 39 | | 4.4 | | RADWIN | | | | |
| | | | | | 0.0 | 4.4 | 41.4 | | | |
| | | Yard | F WY | 0.0 | | REEDLEY | | C | | |
| | | | | | | (16.9) | | | | |

# OAKDALE DISTRICT

| WESTWARD First Class 205 MOTOR | 209 MOTOR | 241 MOTOR | Capacity of Sidings | Fuel, Water Turn Tables and Wyes | Miles from Riverbank | Ruling Grade Ascending | TIME TABLE NO. 64 August 10, 1930 | Ruling Grade Ascending | Office of Communication and Booth Phone | EASTWARD First Class 236 MOTOR | 210 MOTOR | 222 MOTOR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Leave Daily | Leave Daily | Leave Daily | No. Cars | | Miles | | STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily |
| PM 5.55 | PM 12.35 | AM 9.30 | YARD | Y | 6.5 | | S. P. Co. Oakdale Branch Crossing OAKDALE | | C | AM 9.15 | AM 10.15 | PM 3.15 |
| | | | | | | 21.1 | 6.5 | 21.1 | | | | |
| 6.10 PM | 12.50 PM | 9.45 AM | YARD | Y FW T | 0.0 | | RIVERBANK | | C | 9.00 AM | 10.00 AM | 3.00 PM |
| Arrive Daily | Arrive Daily | Arrive Daily | | | | | (6.5) | | | Leave Daily | Leave Daily | Leave Daily |
| (26.0) | (26.0) | (26.0) | | | | | Average speed per hour | | | (26.0) | (26.0) | (26.0) |

# OIL CITY DISTRICT

| WESTWARD | Capacity of Sidings | Fuel, Water, Turn Tables and Wyes | Miles from Oil Junction | Ruling Grade Ascending | TIME TABLE NO. 64 August 10, 1930 | Ruling Grade Ascending | Office of Communication and Booth Phones | EASTWARD |
|---|---|---|---|---|---|---|---|---|
| | No. Cars | | Miles | | STATIONS | | | |
| | 163 | Y | 0.0 | | OIL JUNCTION | | B | |
| | | | | 21.1 | 3.0 | 0.0 | | |
| | 44 | | 3.0 | | SEGURO | | C | |
| | | | | 0.0 | 1.9 | 42.2 | | |
| | | | 4.9 | | TREADWELL JCT | | | |
| | | | | 0.0 | 0.7 | 0.0 | | |
| | YARD | WY | 5.6 | | OIL CITY | | | |
| | | | | | (5.6) | | | |

## VISALIA DISTRICT

| WESTWARD First Class 25 MOTOR | 5 MOTOR | Capacity of Sidings | Fuel, Water, Turn Tables, and Wyes | Miles from Corcoran | Ruling Grade Ascending | TIME TABLE NO. 64 August 10, 1930 | Ruling Grade Ascending | Office of Communication and Booth Phone | EASTWARD First Class 30 MOTOR | 10 MOTOR |
|---|---|---|---|---|---|---|---|---|---|---|
| Leave Daily | Leave Daily | No Cars | | Miles | | STATIONS | | | Arrive Daily | Arrive Daily |
| PM 5.00 | | YARD | FWY | 0.0 | | CORCORAN | | C | AM 9.25 | |
| | | | | | 28.5 | 4.1 | 0.0 | | | |
| f 5.08 | | 20 | | 4.1 | | WAUKENA | | B | f 9.15 | |
| | | | | | 13.2 | 5.6 | 0.0 | | | |
| f 5.17 | | 38 | | 9.7 | | PAIGE | | | f 9.02 | |
| | | | | | 8.9 | 1.9 | 0.0 | | | |
| 5.20 | | 16 | | 11.6 | | ROBLA | | | f 8.58 | |
| | | | | | 16.6 | 3.1 S. P. Co. Main Line Crossing | 0.0 | | | |
| s 5.28 | | 29 | | 14.7 | | TULARE | | C | s 8.52 | |
| | | | | | 13.9 | 4.0 | 0.0 | | | |
| f 5.35 | | 19 | | 18.7 | | SWALL | | | f 8.44 | |
| | | | | | 5.3 | 1.3 | 0.0 | | | |
| 5.37 | | 60 | | 20.0 | | LOMA | | | 8.42 | |
| | | | | | 5.3 | 4.8 | 0.0 | | | |
| s 5.47 | | 53 | W | 24.8 | | VISALIA | | C | s 8.35 | |
| | | | | | 0.0 | S. P. Co. Visalia Branch Crossing 6.6 | 16.2 | | | |
| 5.58 | | 34 | | 31.4 | | PERAL | | | f 8.15 | |
| | | | | | 11.6 | 1.5 | 0.0 | | | |
| | | | | 32.9 | | S.P.Co.Porterville Branch Crossing | | | | |
| | | | | | 11.6 | 2.9 | 0.0 | | | |
| f 6.06 | | 33 | | 35.8 | | YETTEM | | B | f 8.08 | |
| | | | | | 10.6 | 2.3 | 15.9 | | | |
| s 6.11 | AM 10.30 | 76 | WF | 38.1 | | CUTLER | | C | s 8.03 | PM 2.23 |
| | | | | | 0.0 | 3.2 | 0.0 | | | |
| f 6.17 | f10.38 | 38 | | 41.3 | | SULTANA | | C | s 7.58 | f 2.15 |
| | | | | | 0.0 | 3.5 | 13.2 | | | |
| f 6.24 | f10.46 | 60 | | 44.8 | | NORTH DINUBA | | C | s 7.52 | f 2.08 |
| | | | | | 9.3 | 3.7 | 0.0 | | | |
| s 6.32 | s10.56 | Yard | WY F | 48.5 | | REEDLEY | | C | s 7.47 | s 2.01 |
| | | | | | 14.6 | 1.9 | 0.0 | | | |
| | | | | 50.4 | | S.P.Co.Porterville Branch Crossing | | | | |
| | | | | | 14.6 | 0.3 | 0.0 | | | |
| 6.38 | f11.01 | 26 | | 50.7 | | LACJAC | | | f 7.39 | f 1.53 |
| | | | | | 0.0 | 2.4 | 0.0 | | | |
| s 6.45 | f11.08 | 79 | W | 53.1 | | PARLIER | | C | s 7.35 | f 1.48 |
| | | | | | 5.3 | 1.5 | 0.0 | | | |
| 6.48 | f11.12 | 26 | | 54.6 | | MILEY | | | f 7.32 | f 1.45 |
| | | | | | 1.1 | 3.6 | 2.5 | | | |
| s 6.55 | f11.20 | 60 | W | 58.2 | | DEL REY | | C | s 7.26 | f 1.37 |
| | | | | | 0.0 | 3.4 | 7.9 | | | |
| 7.01 | f11.27 | 50 | | 61.6 | | WOLF | | | f 7.20 | f 1.29 |
| | | | | | 0.0 | 2.5 | 8.5 | | | |
| f 7.06 | f11.31 | 38 | | 64.1 | | LONE STAR | | C | f 7.16 | f 1.23 |
| | | | | | 0.0 | 2.0 | 10.6 | | | |
| 7.10 | f11.36 | 23 | | 66.1 | | CECILE | | | f 7.12 | f 1.18 |
| | | | | | 0.0 | 2.5 | 10.6 | | | |
| 7.15 PM | 11.45 AM | Yard | FW TY | 68.6 | | CALWA | | C | 7.08 AM | 1.13 PM |
| Arrive Daily | Arrive Daily | | | | | (68.6) | | | Leave Daily | Leave Daily |
| (30.4) | (24.2) | | | | | Average speed per hour | | | (30.0) | (26.3) |

## FRESNO INTERURBAN DISTRICT

| WESTWARD | Capacity of Sidings | Fuel, Water, Turn Tables and Wyes | Miles from Hammond | Ruling Grade Ascending | TIME TABLE NO. 64 August 10, 1930 | Ruling Grade Ascending | Office of Communication and Booth Phone | EASTWARD |
|---|---|---|---|---|---|---|---|---|
| | No. Cars | | Miles | | STATIONS | | | |
| | 20 | W | 0.0 | | HAMMOND | | B | |
| | | | | 0.0 | 2.0 | 0.0 | | |
| | 8 | | 2.0 | | CINCOTTA | | | |
| | | | | 0.0 | 0.4 | 0.0 | | |
| | 5 | | 2.4 | | BARTONETTE | | B | |
| | | | | 0.0 | 0.8 | 0.0 | | |
| | 5 | | 3.2 | | ROESSLER | | | |
| | | | | 0.0 | 1.7 | 0.0 | | |
| | 5 | | 4.9 | | LOS PALMO S. P. Co. Friant Branch Crossing | | | |
| | | | | 0.0 | 1.1 | 0.0 | | |
| | 11 | | 6.0 | | BRONGE | | | |
| | | | | 0.0 | 0.5 | 0.0 | | |
| | 11 | | 6.5 | | FORTHCAMP | | | |
| | | | | 0.0 | 0.7 | 0.0 | | |
| | 30 | | 7.2 | | BURNESS | | | |
| | | | | 0.0 | 1.4 | 0.0 | | |
| | 25 | | 8.6 | | POSSON | | | |
| | | | | 0.0 | 1.0 | 0.0 | | |
| | 12 | | 9.6 | | BLASINGAME | | | |
| | | | | 0.0 | 0.5 | 0.0 | | |
| | 16 | | 10:1 | | HOPPER | | | |
| | | | | 0.0 | 0.8 | 0.0 | | |
| | 9 | | 10.9 | | SMITHVILLE | | | |
| | | | | 0.0 | 1.4 | 0.0 | | |
| | 5 | | 12.3 | | LINES | | | |
| | | | | 0.0 | 0.6 | 0.0 | | |
| | 50 | | 12.9 | | FAIRVIEW | | B | |
| | | | | 42.2 | 1.4 | 10.6 | | |
| | 13 | | 14.3 | | HABER | | | |
| | | | | 0.0 | 0.1 | 0.0 | | |
| | 3 | | 14.4 | | BASHONE | | | |
| | | | | 15.8 | 0.6 | 0.0 | | |
| | 18 | W | 15.0 | | ZEDIKER | | B | |
| | | | | 9.5 | 0.7 | 0.0 | | |
| | 13 | | 15:7 | | RIVERBEND | | | |
| | | | | 31.7 | 1.0 | 42.2 | | |
| | 6 | | 16:7 | | ELK | | B | |
| | | | | 10.6 | 0.2 | 0.0 | | |
| | 0 | | 16:9 | | BELMONT AVE. | | | |
| | | | | | (16.9) | | | |

## LATON DISTRICT

| WESTWARD | Capacity of Sidings | Fuel, Water, Turn Tables and Wyes | Miles from Laton | Ruling Grade Ascending | TIME TABLE NO. 64 August 10, 1930 | Ruling Grade Ascending | Office of Communication and Booth Phone | EASTWARD |
|---|---|---|---|---|---|---|---|---|
| | No. Cars | | Miles | | STATIONS | | | |
| | 84 | Y | 0.0 | | LATON | | C | |
| | | | | 0.0 | 1.9 | 10.4 | | |
| | | | 1.9 | | S. P. Goshen Branch Crossing | | | |
| | | | | 0.0 | 3.7 | 10.4 | | |
| | 10 | | 5.6 | | CLINT | | | |
| | | | | 0.0 | 2.2 H. & S. L. E. R. Crossing | 0.0 | | |
| | 15 | | 7.8 | | CORNWELL | | | |
| | | | | 0.0 | 1.8 | 0.0 | | |
| | 11 | | 9.6 | | GEPFORD | | | |
| | | | | 0.0 | 2.3 | 0.0 | | |
| | 4 | | 11.9 | | ROY | | | |
| | | | | 0.0 | 3.7 | 3.0 | | |
| | 20 | | 15.6 | | SHILLING | | | |
| | | | | 0.0 | 1.8 | 0.0 | | |
| | 8 | Y | 17.4 | | LANARE | | B | |
| | | | | | (17.4) | | | |

# FIRST DISTRICT

| WESTWARD | First Class | | | | | | | TIME TABLE NO. 64 August 10, 1930 | | | EASTWARD First Class | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 43 FREIGHT | 21 The Missionary | 5 MOTOR | 9 The Navajo | Capacity of Sidings | Fuel, Water Turn Tables and Wyes | Miles from Albuquerque | Ruling Grade Ascending | | Ruling Grade Ascending | Office of Communication and Booth Phone | 2 The Navajo | 10 MOTOR | 22 The Missionary | 34 FREIGHT |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | No. Cars | | Miles | | STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| PM 11.45 | PM 7.40 | | AM 8.40 | 73 | | 885.2 | 0.0 | KERN JUNCTION — 2.5 | 15.8 | C | AM 8.40 | | PM 6.20 | AM 2.10 |
| AM 12.01 / 1.00 | s 7.50 / m 8.25 | AM 7.00 | s 8.50 / 9.05 | YARD | FW TY | 887.7 | 13.3 | **BAKERSFIELD** — 2.1 | 0.0 | C | m 8.30 / s 8.00 | PM 5.45 | 6.10 / s 5.58 | 2.00 / 12.15 AM |
| | 8.30 | 7.07 AM | 9.10 | | | 889.8 | 0.0 | LANDCO — 2.1 | 15.5 | B | 7.53 | 5.39 PM | 5.52 | |
| | 8.33 | | 9.13 | 83 | | 891.9 | 0.0 | JASTRO — 3.8 | 14.7 | B | 7.49 | | 5.47 | |
| | f 8.38 | | f 9.18 | 81 | | 895.7 | 0.0 | ROSEDALE — 4.9 | 14.0 | B | 7.44 | | f 5.42 | |
| | 8.45 | | 9.25 | 83 | | 900.6 | 9.2 | UNA — 4.9 | 0.0 | B | 7.37 | | 5.34 | |
| | s 8.53 | | s 9.33 | 83 | | 905.5 | 0.0 | SHAFTER — 7.5 | 10.6 | C | s 7.30 | | s 5.26 | |
| | s 9.04 | | s 9.44 | 83 | W | 913.0 | 0.0 | WASCO — 5.8 | 15.8 | C | s 7.20 | | s 5.15 | |
| | 9.12 | | 9.52 | 83 | | 918.8 | 0.0 | ELMO — 2.7 | 10.6 | B | 7.10 | | 5.05 | |
| | f 9.16 | | f 9.56 | 19 | | 921.5 | 0.0 | POND — 3.0 | 15.8 | | 7.06 | | f 5.02 | |
| | 9.20 | | 10.00 | 83 | | 924.5 | 0.0 | KERNELL — 7.5 | 8.4 | B | 7.02 | | 4.58 | |
| | f 9.32 | | f10.09 | 83 | W | 932.0 | 1.1 | ALLENSWORTH — 4.4 | 1.7 | B | 6.52 | | f 4.50 | |
| | f 9.41 | | 10.16 | 105 | | 936.4 | 9.5 | STOIL — 5.7 | 9.0 | B | 6.45 | | f 4.44 | |
| | f 9.48 | | f10.25 | 82 | | 942.1 | 4.1 | ANGIOLA — 3.8 | 0.0 | C | 6.38 | | f 4.37 | |
| | 9.53 | | 10.30 | 82 | | 945.9 | 0.0 | BLANCO — 1.0 | 0.0 | B | 6.33 | | 4.32 | |
| | | | | 21 | | 946.9 | 0.0 | TURNBULL — 4.0 | 2.6 | | | | | |
| | s10.03 | | s10.42 | YARD | FWY | 950.9 | 3.2 | **CORCORAN** — 3.0 | 0.0 | C | s 6.25 | | s 4.25 | |
| | 10.09 | | 10.47 | 85 | | 953.9 | 4.1 | BEAN — 6.2 | 0.0 | B | 6.16 | | 4.18 | |
| | f10.18 | | f10.55 | 93 | | 960.1 | 5.8 | GUERNSEY — 4.0 | 0.0 | C | 6.09 | | f 4.11 | |
| | 10.24 | | 11.01 | 23 | | 964.1 | 5.2 | ODESSA — 3.8 | 0.0 | | 6.04 | | 4.06 | |
| | s10.33 | | s11.11 | 186 | W | 967.9 | 9.0 | S. P. Co. Goshen Branch Crossing HANFORD — 3.3 | 0.0 | C | s 5.58 | | s 4.00 | |
| | 10.39 | | 11.17 | 22 | | 971.2 | 10.6 | BANNER — 0.6 | 0.0 | | 5.46 | | 3.50 | |
| | | | | 5 | | 971.8 | 0.0 | LUCERNE — 1.5 | 0.0 | B | | | | |
| | 10.42 | | 11.20 | 83 | | 973.3 | 14.6 | SHIRLEY — 2.7 | 15.8 | B | 5.43 | | 3.47 | |
| | f10.47 | | f11.26 | 84 | Y | 976.0 | 0.0 | LATON — 5.9 | 15.8 | C | s 5.39 | | f 3.43 | |
| | f10.55 | | f11.33 | 83 | W | 981.9 | 10.6 | CONEJO — 3.7 | 0.0 | C | f 5.30 | | f 3.35 | |
| | f11.01 | | 11.38 | 31 | | 985.6 | 10.6 | MONMOUTH — 2.7 | 0.0 | B | 5.24 | | 3.30 | |
| | f11.06 | | f11.42 | 82 | | 988.3 | 10.6 | BOWLES — 2.8 | 0.0 | C | f 5.20 | | f 3.26 | |
| | 11.11 | | f11.46 | 83 | | 991.1 | 0.0 | OLEANDER — 3.3 | 4.2 | B | f 5.14 | | f 3.22 | |
| | | | | | | 994.4 | 0.0 | S. P. Co. Main Line Crossing — 0.8 | 4.2 | C | | | | |
| 5.30 AM | s11.20 PM | | s11.53 AM | YARD | FW TY | 995.2 | | **CALWA** | | C | 5.07 AM | | 3.16 PM | 6.30 PM |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | (110.0) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| (23.1) | (35.7) | (18.1) | (37.1) | | | | | Average speed per hour | | | (36.1) | (21.0) | (38.3) | (17.4 |

No. 43 has no Time Table superiority.

No. 34 has no Time Table superiority.

| WESTWARD First Class | | | | | | | | | | | | | EASTWARD First Class | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 43 | 21 | 25 | 5 | 9 | 15 | Capacity of Sidings | Fuel, Water, Turn Tables and Wyes | Miles from Albuquerque | Ruling Grade Ascending | TIME TABLE NO. 64 August 10, 1930 | Office of Communication and Booth Phone | Ruling Grade Ascending | 2 | 30 | 10 | 22 | 26 | 34 |
| FREIGHT | The Missionary | MOTOR | PASSENGER | The Navajo | MOTOR | | | | | | | | The Navajo | MOTOR | PASSENGER | The Missionary | MOTOR | FREIGHT |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | No. Cars | | Miles | | STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| AM<br>6.30 | PM<br>11.21 | PM<br>7.16 | PM<br>3.30 | AM<br>11.54 | AM<br>6.25 | Yard | FW<br>TY | 995.2 | | CALWA | C | | AM<br>f 5.07 | AM<br>s 7.07 | PM<br>s 1.07 | PM<br>f 3.16 | PM<br>7.35 | PM<br>5.30 |
| | | | | | | | | | 15.8 | 1.6 | | 2.6 | | | | | | |
| | | | | | | | | 996.8 | | S.P.Co. Porterville Branch Crossing | C | | | | | | | |
| | | | | | | | | | 15.8 | 0.9 | | 2.6 | | | | | | |
| | | | | | | | | | | S. P. Co. Friant Branch Crossing | C | | | | | | | |
| | | | | | | | | | | 0.4 | | 5.3 | | | | | | |
| | s11.30<br>AM<br>12.40 | 7.23<br>PM | s 3.40<br>3.45 | PM<br>s12.01<br>12.10 | 6.35<br>AM | Yard | W | 998.1 | | FRESNO | C | | 5.00<br>s 4.48 | 7.00<br>AM | 1.00<br>s12.55 | 3.10<br>s 3.00 | 7.25<br>PM | |
| | | | | | | | | | 15.8 | 2.0 | | 5.3 | | | | | | |
| | 12.45 | | 3.49 | 12.14 | | 91 | | 1000.1 | | HAMMOND | B | | 4.42 | | 12.49 | 2.54 | | |
| | | | | | | | | | 15.8 | 5.6 | | 5.3 | | | | | | |
| | 12.55 | | 3.56 | 12.22 | | 82 | | 1005.7 | | FIGARDEN | B | | 4.35 | | f12.40 | 2.48 | | |
| | | | | | | | | | 10.6 | 5.9 | | 15.8 | | | | | | |
| | 1.05 | | 4.03 | f12.31[10] | | 82 | | 1011.6 | | GREGG | B | | 4.27 | | f12.31[9] | 2.40 | | |
| | | | | | | | | | 0.0 | 2.4 | | 15.8 | | | | | | |
| | 1.10 | | 4.07 | f12.35 | | 46 | | 1014.0 | | TRIGO | B | | 4.24 | | f12.26 | 2.37 | | |
| | | | | | | | | | 15.8 | 5.6 | | 12.7 | | | | | | |
| | 1.19 | | 4.14 | f12.43 | | 82 | W | 1019.6 | | MADERA | C | | 4.17 | | f12.18 | 2.30 | | |
| | | | | | | | | | 16.1 | 6.5 | | 15.8 | | | | | | |
| | 1.29 | | 4.22 | 12.52 | | 82 | | 1026.1 | | KISMET | C | | 4.09 | | f12.09 | 2.21 | | |
| | | | | | | | | | | 0.3 | | 0.0 | | | | | | |
| | | | | | | | | 1026.4 | | S. P. Co. Berenda Branch Crossing | | | | | | | | |
| | | | | | | | | | 7.4 | 3.9 | | 0.0 | | | | | | |
| | 1.36 | | 4.28 | f12.58 | | 48 | | 1030.3 | | SHARON | B | | 4.03 | | f12.02<br>PM | 2.15 | | |
| | | | | | | | | | 15.8 | 5.5 | | 15.8 | | | | | | |
| | 1.46 | | f 4.35 | 1.06 | | 84 | | 1035.8 | | MARGUERITE | B | | 3.55 | | f11.54 | 2.08 | | |
| | | | | | | | | | 0.0 | 2.6 | | 15.8 | | | | | | |
| | 1.52 | | 4.38 | f 1.10 | | 16 | | 1038.4 | | DICKINSON | | | 3.51 | | 11.51 | 2.05 | | |
| | | | | | | | | | 0.0 | 3.1 | | 15.8 | | | | | | |
| | f 1.59 | | f 4.42 | s 1.16 | | 85 | W | 1041.5 | | LEGRAND | C | | s 3.47 | | s11.47 | 2.02 | | |
| | | | | | | | | | 0.0 | 3.0 | | 15.8 | | | | | | |
| | 2.05 | | 4.46 | 1.20 | | 18 | | 1044.5 | | BURCHELL | | | 3.42 | | 11.41 | 1.58 | | |
| | | | | | | | | | 5.3 | 2.8 | | 10.6 | | | | | | |
| | 2.11 | | f 4.50 | f 1.25 | | 83 | | 1047.3 | | PLANADA | C | | 3.39 | | s11.38 | 1.55 | | |
| | | | | | | | | | 0.0 | 3.3 | | 14.6 | | | | | | |
| | 2.17 | | 4.54 | f 1.30 | | 85 | | 1050.6 | | TUTTLE | B | | 3.34 | | f11.33 | 1.51 | | |
| | | | | | | | | | 0.0 | 5.5 | | 10.6 | | | | | | |
| | s 2.28 | | s 5.01<br>m 5.26 | s 1.43[22] | | Yard | W | 1056.1 | | MERCED \\<br>Yosemite Valley R. R. Crossing | C | | s 3.25 | | m11.25<br>s11.05 | s 1.43[9] | | |
| | | | | | | | | | 5.3 | 1.6 | | 17.4 | | | | | | |
| | | | | | | | | 1057.7 | | S. P. Co. Oakdale Branch Crossing | | | | | | | | |
| | | | | | | | | | 0.0 | 4.6 | | 17.4 | | | | | | |
| | 2.40 | | 5.34 | 1.52 | | 82 | | 1062.3 | | CUBA | B | | 3.11 | | f10.55 | 1.36 | | |
| | | | | | | | | | 15.8 | 1.8 | | 15.8 | | | | | | |
| | 2.43 | | 5.36 | 1.55 | | 17 | | 1064.1 | | YAM | | | 3.09 | | 10.53 | 1.34 | | |
| | | | | | | | | | 10.6 | 1.3 | | 0.0 | | | | | | |
| | 2.46 | | 5.38 | f 1.58 | | 47 | | 1065.4 | | WINTON | C | | s 3.07 | | s10.51 | 1.33 | | |
| | | | | | | | | | 0.0 | 2.9 | | 0.0 | | | | | | |
| | 2.50 | | 5.42 | f 2.03 | | 82 | | 1068.3 | | CRESSY | B | | 3.02 | | f10.45 | 1.31 | | |
| | | | | | | | | | 19.8 | 3.7 | | 19.8 | | | | | | |
| | 2.57[2] | | 5.46 | f 2.08 | | 83 | | 1072.0 | | BALLICO | B | | 2.57[21] | | f10.40 | 1.27 | | |
| | | | | | | | | | 15.8 | 7.6 | | 15.8 | | | | | | |
| | f 3.09 | | 5.55 | s 2.19 | | 87 | W | 1079.6 | | DENAIR | C | | s 2.47 | | s10.29 | 1.18 | | |
| | | | | | | | | | 0.0 | 6.2 | | 0.0 | | | | | | |
| | s 3.18 | | 6.03 | s 2.29 | | 82 | | 1085.8 | | HUGHSON | C | | s 2.39 | | s10.19 | 1.11 | | |
| | | | | | | | | | 17.4 | 3.4 | | 15.8 | | | | | | |
| | 3.26 | | 6.07 | f 2.36 | | 116 | | 1089.2 | | EMPIRE | C | | 2.34 | | s10.12 | 1.07 | | |
| | | | | | | | | | 7.9 | 3.6 | | 0.0 | | | | | | |
| | 3.35 | | 6.12 | 2.43 | | 51 | | 1092.8 | | CLAUS | B | | 2.29 | | f10.06 | 1.03 | | |
| | | | | | | | | | 26.4 | 3.5 | | 0.0 | | | | | | |
| 11.00<br>AM | 3.45<br>AM | | 6.21<br>PM | 2.52<br>PM | | Yard | FW<br>TY | 1096.3 | | RIVERBANK | C | | 2.24<br>AM | | 10.01<br>AM | 12.59<br>PM | | 11.00<br>AM |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | (101.1) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| (22.4) | (31.3) | (24.8) | (43.0) | (35.7) | (17.4) | | | | | Average speed per hour | | | (39.9) | (24.8) | (37.7) | (47.0) | (17.4) | (15.5) |

No. 43 has no Time Table superiority.

No. 34 has no Time Table superiority.

No. 43 has no Time Table superiority

**TIME TABLE NO. 64**
August 10, 1930

WESTWARD — First Class

| 43 FREIGHT | 49 The Navajo | 5 PASSENGER | 9 The Navajo | 47 PASSENGER | 41 PASSENGER | 45 The Missionary | 37 PASSENGER | 21 The Missionary | Capacity of Sidings | Fuel, Water Turn Tables and Wyes | Miles from Albuquerque | Ruling Grade Ascending | Distance | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | No. Cars | | Miles | | | |
| AM 11.45 | | PM 6.26 | PM 2.59 | | | | | AM 4.00 | YARD | FW TY | 1096.3 | | | **RIVERBANK** |
| | | s 6.34 | s 3.08 | | | | | f 4.11 | 82 | W | 1101.6 | 15.8 | 5.3 | ESCALON |
| | | 6.42 | f 3.15 | | | | | f 4.20 | 47 | | 1107.0 | 0.0 | 5.4 | AVENA |
| | | 6.49 | 3.22 | | | | | f 4.28 | 82 | | 1112.5 | 0.0 | 5.5 | BURNHAM |
| | | 6.54 | 3.27 | | | | | 4.35 | 82 | | 1116.9 | 0.0 | 4.4 | LARSON |
| | | 6.58 | 3.32 | | | | | 4.41 | Yard | W | 1120.3 | 0.0 | 3.4 | MORMON |
| | | s 7.04 | s 3.35<br>3.45 | | AM 8.20 | | | s 4.45<br>5.00 | Yard | FW TY | 1121.4 | 0.0 | 1.1 | S.P. and W.P. Main Line Crossings<br>**STOCKTON**<br>Western Pacific Ry. Crossing. |
| | | 7.14 | 3.55 | | 8.27 | | | 5.10 | 66 | | 1125.9 | 1.6 | 4.5 | WOODSBRO |
| | | 7.16 | 3.57 | | 8.29 | | | 5.13 | 48 | | 1127.1 | 0.0 | 1.2 | GILLIS |
| | | 7.19 | s 4.02 | | s 8.32 | | | f 5.20 | 82 | | 1129.3 | 0.0 | 2.2 | HOLT |
| | | 7.25 | 4.09 | | 8.38 | | | 5.27 | 71 | | 1133.5 | 0.8 | 4.2 | TRULL |
| | | 7.28 | f 4.12 | | f 8.41 | | | f 5.29 | 14 | | 1134.8 | 11.6 | 1.3 | MIDDLE RIVER |
| | | f 7.31 | 4.17 | | f 8.47[10] | | | f 5.35 | 83 | W | 1136.8 | 0.0 | 2.0 | ORWOOD |
| | | 7.35 | 4.21 | | 8.51 | | | 5.40 | 71 | | 1139.9 | 3.2 | 3.1 | BIXLER |
| | | 7.39[42] | s 4.27 | | s 8.56 | | | f 5.46 | 51 | | 1143.0 | 6.3 | 3.1 | KNIGHTSEN |
| | | 7.43 | s 4.34 | | s 9.04 | | | f 5.54 | 82 | | 1146.1 | 3.6 | 3.1 | OAKLEY |
| | | 7.49 | 4.40 | | 9.11 | | | 6.01 | 82 | | 1150.8 | 13.2 | 4.7 | SANDO |
| | | s 7.54 | s 4.47 | | s 9.17 | | | s 6.06 | Yard | W | 1152.1 | 0.0 | 1.3 | ANTIOCH |
| | | f 8.02 | s 4.55 | | s 9.25 | | | f 6.13 | 82 | | 1155.8 | 15.8 | 3.7 | PITTSBURG |
| | | 8.07 | 5.00 | | 9.30 | | | 6.19 | 82 | | 1159.5 | 5.3 | 3.7 | BROSE |
| | | f 8.14 | f 5.07 | | f 9.37 | | | f 6.26 | YARD | | 1163.6 | 15.8 | 4.1 | BAY POINT |
| | | | | | | | | | 3 | Y | 1165.8 | 0.0 | 2.2 | BLUME |
| | | 8.19 | 5.13 | | 9.42 | | | 6.34 | 82 | | 1167.3 | 0.0 | 1.5 | MALTBY |
| | | 8.22 | 5.17 | | 9.45 | | | 6.38 | 75 | | 1169.1 | 52.8 | 1.8 | VINE HILL |
| | | f 8.25 | 5.21 | | f 9.49 | | | 6.42 | 14 | | 1170.8 | 52.8 | 1.7 | MUIR |
| | | f 8.29 | 5.27 | | f 9.54 | | | 6.49 | 139 | W | 1173.4 | 60.0 | 2.6 | GLEN FRAZER |
| | | 8.33 | 5.32 | | 9.59 | | | f 6.54 | 148 | W | 1175.3 | 52.8 | 1.9 | CHRISTIE |
| | | 8.38 | 5.41 | | 10.05 | | | 7.02 | 61 | | 1179.6 | 0.0 | 4.3 | LUZON |
| | | 8.40 | 5.45 | | 10.08 | | | 7.04 | 38 | | 1181.1 | 0.0 | 1.5 | HERPOCO |
| | | 8.41 | 5.46 | | f 10.10 | | | f 7.05 | 11 | | 1181.5 | 0.0 | 0.4 | PINOLE |
| | | 8.43 | 5.49 | | 10.13 | | | 7.08 | 144 | | 1183.2 | 49.6 | 1.7 | GATELEY |
| | | 8.47 | 5.56 | | 10.18 | | | 7.13 | 71 | | 1186.5 | 52.8 | 3.3 | RHEEM |
| | | 8.49 | 5.59 | | 10.20 | | | 7.15 | 38 | | 1187.8 | 0.0 | 1.3 | SAN PABLO |
| 5.00 PM | PM 10.43 | s 8.54 | s 6.05 | PM 5.50 | s 10.24 | AM 10.00 | AM 6.45 | s 7.18 | YARD | FW TY | 1189.6 | 51.7 | 1.8 | **RICHMOND** |
| | 10.45 | f 8.56 | 6.08 | 5.52 | f 10.26 | 10.02 | 6.48 | 7.21 | | | 1190.2 | 0.0 | 0.6 | RICHMOND AVE. |
| | 10.49 PM | 9.00 PM 9.05 | 6.12 PM 6.20 | 5.57 PM | 10.30 AM 10.35 | 10.06 AM | 6.53 AM | 7.25 AM 7.35 | YARD | | 1191.7 | | 1.5 | **FERRY POINT** |
| | | 9.45 PM | 7.00 PM | | 11.15 AM | | | 8.15 AM | | | 1199.4 | | 7.7 | SAN FRANCISCO |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | 95.4 |
| (17.7) | (21.0) | (37.1) | (32.0) | (18.0) | (32.4) | (21.0) | (15.7) | (29.3) | | | | | | Average speed per hour |

**TIME TABLE NO. 64**
August 10, 1930

EASTWARD — First Class

| STATIONS | Ruling Grade Ascending | Office of Communication and Booth Phone | 10 PASSENGER Arrive Daily | 40 The Missionary Arrive Daily | 22 The Missionary Arrive Daily | 46 PASSENGER Arrive Daily | 42 PASSENGER Arrive Daily | 48 The Navajo Arrive Daily | 50 PASSENGER Arrive Daily | 2 The Navajo Arrive Daily | 34 Freight Arrive Daily |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **RIVERBANK** | | C | AM 9.55 | | PM 12.52 | | | | | AM 2.17 | AM 9.00 |
| 5.3 | 15.8 | | | | | | | | | | |
| ESCALON | | C | s 9.47 | | 12.45 | | | | | 2.10 | |
| 5.4 | 15.0 | | | | | | | | | | |
| AVENA | | B | f 9.40 | | 12.39 | | | | | 2.03 | |
| 5.5 | 9.8 | | | | | | | | | | |
| BURNHAM | | C | f 9.33 | | 12.33 | | | | | 1.55 | |
| 4.4 | 9.3 | | | | | | | | | | |
| LARSON | | B | 9.28 | | 12.28 | | | | | 1.49 | |
| 3.4 | 10.3 | | | | | | | | | | |
| MORMON | | C | 9.23 | | 12.24 | | | | | 1.44 | |
| 1.1 | 10.3 | | | | | | | | | | |
| S.P. and W.P. Main Line Crossings **STOCKTON** Western Pacific Ry. Crossing | | B | s 9.19 | | s12.21 | | PM 8.20 | | | 1.40 s 1.30 | |
| 4.5 | 1.8 | | | | | | | | | | |
| WOODSBRO | | | 9.08 | | 12.13 | | 8.10 | | | 1.22 | |
| 1.2 | 0.5 | | | | | | | | | | |
| GILLIS | | B | 9.05 | | 12.11 | | 8.08 | | | 1.20 | |
| 2.2 | 0.5 | | | | | | | | | | |
| HOLT | | C | s 9.01 | | 12.08 | | f 8.04 | | | 1.17 | |
| 4.2 | 0.0 | | | | | | | | | | |
| TRULL | | B | 8.55 | | 12.03 | | 7.58 | | | 1.10 | |
| 1.3 | 5.3 | | | | | | | | | | |
| MIDDLE RIVER | | C | s 8.52 | | 12.01 PM | | f 7.56 | | | 1.07 | |
| 2.0 | 10.6 | | | | | | | | | | |
| ORWOOD | | C | s 8.47[41] | | 11.57 | | f 7.51 | | | 1.02 | |
| 3.1 | 10.6 | | | | | | | | | | |
| BIXLER | | B | f 8.41 | | 11.52 | | 7.45 | | | 12.57 | |
| 3.1 | 0.0 | | | | | | | | | | |
| KNIGHTSEN | | C | s 8.37 | | 11.48 | | f 7.39[5] | | | 12.52 | |
| 3.1 | 6.6 | | | | | | | | | | |
| OAKLEY | | C | s 8.32 | | 11.45 | | f 7.33 | | | 12.47 | |
| 4.7 | 15.8 | | | | | | | | | | |
| SANDO | | B | 8.26 | | 11.39 | | 7.27 | | | 12.40 | |
| 1.3 | 15.8 | | | | | | | | | | |
| ANTIOCH | | C | s 8.23 | | s11.37 | | s 7.25 | | | s12.37 | |
| 3.7 | 6.6 | | | | | | | | | | |
| PITTSBURG | | C | s 8.17 | | f11.30 | | s 7.16 | | | f12.28 | |
| 3.7 | 11.6 | | | | | | | | | | |
| BROSE | | B | 8.11 | | 11.25 | | 7.08 | | | 12.22 | |
| 4.1 | 15.8 | | | | | | | | | | |
| BAY POINT | | C | s 8.06 | | f11.21 | | f 7.02 | | | f12.16 | |
| 2.2 | 0.0 | | | | | | | | | | |
| BLUME | | B | | | | | | | | | |
| 1.5 | 0.0 | | | | | | | | | | |
| MALTBY | | B | 8.01 | | 11.16 | | 6.57 | | | 12.11 | |
| 1.8 | 0.0 | | | | | | | | | | |
| VINE HILL | | B | f 7.58 | | 11.13 | | f 6.54 | | | 12.09 | |
| 1.7 | 0.0 | | | | | | | | | | |
| MUIR | | C | f 7.56 | | 11.11 | | f 6.51 | | | 12.06 | |
| 2.6 | 0.0 | | | | | | | | | | |
| GLEN FRAZER | | C | f 7.52 | | 11.07 | | f 6.47 | | | 12.02 AM | |
| 1.9 | 52.8 | | | | | | | | | | |
| CHRISTIE | | B | f 7.47 | | 11.02 | | 6.43 | | | 11.56 | |
| 4.3 | 52.8 | | | | | | | | | | |
| LUZON | | B | f 7.40 | | 10.54 | | 6.37 | | | 11.48 | |
| 1.5 | 52.8 | | | | | | | | | | |
| HERPOCO | | B | 7.36 | | 10.51 | | 6.35 | | | 11.46 | |
| 0.4 | 45.2 | | | | | | | | | | |
| PINOLE | | C | s 7.35 | | 10.50 | | s 6.34 | | | 11.45 | |
| 1.7 | 29.9 | | | | | | | | | | |
| GATELEY | | B | 7.30 | | 10.47 | | 6.30 | | | 11.42 | |
| 3.3 | 52.8 | | | | | | | | | | |
| RHEEM | | B | 7.25 | | 10.42 | | 6.24 | | | 11.36 | |
| 1.3 | 0.0 | | | | | | | | | | |
| SAN PABLO | | | 7.23 | | 10.40 | | 6.22 | | | 11.34 | |
| 1.8 | 52.8 | | | | | | | | | | |
| **RICHMOND** | | C | s 7.20 | | s10.36 | | s 6.19 | | | s11.31 | 3.00 AM |
| 0.6 | 0.0 | | | | | | | | | | |
| RICHMOND AVE. | | | f 7.15 | AM 7.36 | 10.33 | AM 10.40 | f 6.16 | PM 6.22 | PM 9.09 | 11.29 | |
| 1.5 | | | | | | | | | | | |
| **FERRY POINT** | | C | 7.12 AM 7.07 | 7.31 AM | 10.30 AM 10.22 | 10.35 AM | 6.12 PM 6.07 | 6.17 PM | 9.05 PM | 11.25 PM 11.07 | |
| 7.7 | | | | | | | | | | | |
| SAN FRANCISCO | | | 6.30 AM | | 9.45 AM | | 5.30 PM | | | 10.30 PM | |
| (95.4) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| Average speed per hour | | | (35.2) | (18.0) | (40.2) | (18.0) | (32.9) | (18.0) | (22.5) | (33.6) | (15.5) |

No. 34 has no Time Table superiority.

**Sidings, Spurs and Flag Stops not shown on face of Time Table**

| LOCATION | Miles from Albuquerque | Car Capacity | Switch Connection | Flag Stops for Trains |
|---|---|---|---|---|
| **FIRST DISTRICT** | | | | |
| Mopeco | 890.5 | 13 | West | |
| Ivy | 909.8 | 3 | East | |
| Palmo | 910.5 | 3 | East | |
| Hoover | 910.5 | 23 | West | |
| Petro | 920.0 | 9 | West | |
| Spa | 938.3 | 16 | East & West | |
| Alpaugh | 941.8 | Spur | East | |
| Pitco | 970.1 | 3 | East | |
| **SECOND DISTRICT** | Miles from Albuquerque | | | |
| Solo | 1017.0 | 39 | West | |
| Calpack | 1048.6 | 61 | East & West | |
| Carolyn | 1052.1 | 12 | West | |
| Hoff | 1060.1 | 9 | East & West | |
| Cortez | 1074.6 | 18 | East & West | |
| Fells | 1083.7 | 34 | East & West | |
| **VISALIA DISTRICT** | Miles from Corcoran | | | |
| Siete | 6.5 | 4 | West | |
| Imhoff | 15.7 | 9 | West | |
| Higby | 21.8 | 10 | East | |
| Tokay | 42.3 | 30 | East & West | 30-5 |
| Enson | 43.9 | 16 | East | |
| Grapegrowers | 46.0 | 6 | West | |
| Gilbert | 46.7 | 5 | East | |
| Mattei | 64.2 | Spur | West | |
| Homsy | 65.6 | 4 | East | |
| Janjigian | 65.7 | 7 | East | |
| **WAHTOKE DISTRICT** | Miles from Reedley | | | |
| Carmelita | 8.2 | 6 | East | |
| Woodrock | 13.3 | 60 | East | |
| **PORTERVILLE DISTRICT** | Miles from Minkler | | | |
| Twin Buttes | 25.3 | 9 | West | |
| Cyr | 26.2 | 6 | East | |
| Woodlake | 33.5 | 9 | Branch from Hillmaid | |
| Matchin | 37.3 | 5 | East | |
| List | 40.6 | 20 | West | |
| Cleary | 44.5 | 14 | West | |
| Evans | 44.8 | 1 | West | |
| Taylor | 45.2 | 9 | East | |
| Sierra Heights | 48.5 | 16 | East | |
| Gillette | 50.4 | 16 | East | |
| Strathmore | 52.0 | Spur | East | |
| Denlin | 52.6 | 30 | West | |
| Adams | 52.9 | Spur | East | |
| Mosian | 54.5 | 32 | East | |
| Lumer | 60.9 | 61 | East | |
| Sunland | 61.4 | Spur | West | |
| Magnolia | 61.9 | 28 | East | |
| Lempom | 63.7 | 5 | East | |
| San Joaquin Cotton Compress | 111.3 | 16 | East & West | |
| **THIRD DISTRICT** | Miles from Albuquerque | | | |
| Harrold | 1099.5 | 11 | West | |
| Permelia | 1114.9 | 7 | West | |
| Lacto | 1132.9 | 20 | East & West | 10, 41 |
| Werner | 1139.0 | 28 | East & West | 41,10,42 |
| Bridgehead | 1148.4 | 8 | West | |
| Nichols | 1161.7 | 18 | East | |
| **OAKLAND DISTRICT** | Miles from Richmond | | | |
| Cerrito | 5.7 | 11 | East | |
| Peoco | 7.5 | 5 | East | |
| Bruce | 7.8 | 6 | West | |
| Opaco | 10.0 | 8 | West | |
| Redo | 10.2 | 12 | West | |

**LENGTH OF WYE STEMS**

| | | | |
|---|---|---|---|
| Blume | 292 feet | Oakland | 350 feet |
| Laton | 260 feet | Lanare | 505 feet |
| | | Oakdale | 300 feet |
| Porterville | 425 feet | Bakersfield | 456 feet |

| WESTWARD First Class | | | | | Capacity of Sidings | Fuel, Water Turntables and Wyes | Miles from Richmond | Ruling Grade Ascending | TIME TABLE NO. 64 August 10, 1930 | Ruling Grade Ascending | Office of Communication and Booth Phone | EASTWARD First Class | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 305 | 309 | 341 | 321 | 307 | | | | | | | | 310 | 322 | 342 | 308 | 302 |
| PASSENGER | The Navajo | PASSENGER | The Missionary | PASSENGER | | | | | | | | PASSENGER | The Missionary | PASSENGER | PASSENGER | The Navajo |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | No. Cars | | Miles | | STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| PM 9.11 | PM 6.27 | AM 10.45 | AM 7.41 | AM 5.15 | Yard | FW TY | 0.0 | | RICHMOND | | C | AM 6.45 | AM 10.00 | PM 5.50 | PM 8.00 | PM 10.43 |
| | | | | | | | | 64.4 | 4.0 | 49.5 | | | | | | |
| 9.18 | 6.36 | 10.52 | 7.50 | 5.23 | 10 | | 4.0 | | MALOTT | | | 6.37 | 9.52 | 5.42 | 7.52 | 10.36 |
| | | | | | | | | 23.5 | 0.8 | 39.6 | | | | | | |
| 9.20 | 6.38 | 10.54 | 7.52 | 5.25 | 75 | | 4.8 | | DWIGHT | | B | 6.35 | 9.50 | 5.40 | 7.50 | 10.34 |
| | | | | | | | | 22.7 | 1.7 | 31.7 | | | | | | |
| | | | | | | | 6.5 | | S. P. Co. Electric Crossing | | | | | | | |
| | | | | | | | | 0.0 | 1.5 | 0.0 | | | | | | |
| s 9.30 | s 6.48 | s 11.05 | s 8.02 | s 5.35 | 30 | | 8.0 | | BERKELEY | | C | s 6.25 | s 9.40 | s 5.30 | s 7.40 | s10.24 |
| | | | | | | | | 0.0 | 1.9 | 0.0 | | | | | | |
| | | | | | | | 9.9 | | S. P. Co. Berkeley Branch Crossing | | | | | | | |
| | | | | | | | | 0.0 | 1.0 | 79.4 | | | | | | |
| 9.40 PM | 6.58 PM | 11.15 AM | 8.11 AM | 5.45 AM | Yard | WY | 10.9 | | OAKLAND | | C | 6.15 AM | 9.30 AM | 5.20 PM | 7.30 PM | 10.15 PM |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | (10.9) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| (22.5) | (21.1) | (21.8) | (21.8) | (21.8) | | | | | Average speed per hour | | | (21.8) | (21.8) | (21.8) | (21.8) | (23.4) |

Number 307 is superior to Number 310.
Number 321 is superior to Number 322.
Number 309 is superior to Number 308.
Number 305 is superior to Number 302.

## SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO. COAST LINES AND SANTA FE COAST LINES HOSPITAL ASSOCIATION—VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS

DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Building, Los Angeles.
DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Pacific Mutual Building, Los Angeles.
DR. A. R. KILGORE, Assistant to Chief Surgeon, San Francisco.

DR. CURTIS SMITH, Local Surgeon....San Francisco.
DR. E. S. KILGORE, Internist....San Francisco.
DR. WALLACE I. TERRY, Consulting Surgeon....San Francisco.
DR. A. C. GIBSON (Aurist)....San Francisco.
DR. W. D. HORNER, Consulting Oculist....San Francisco.
DR. R. S. DRESSEL, Consulting Surgeon....San Francisco.
DR. JAS. R. DILLON, Consulting Surgeon....San Francisco.
DR. GEO. D. CULVER, Consulting Surgeon....San Francisco.
DR. H. B. BELL, Local Surgeon....Oakland.
DR. CHAS. E. PETERS, Roentgenologist....Oakland.
DR. M. H. SHUTES, Eye, Ear, Nose and Throat....Oakland.
DR. C. L. ABBOTT, District Surgeon....Richmond-Oakland.
DR. U. S. ABBOTT, Local Surgeon....Richmond.
DR. L. ST. JOHN HELY, Consulting Surgeon....Richmond.
DR. L. A. HEDGES, Assistant Surgeon....Richmond.
DR. H. D. NEUFORD, Local Surgeon....Bay Point.
DR. S. H. MARKS....Pittsburg.
DR. FRED P. NEVIUS, Local Surgeon....Antioch.
DR. W. T. McNEIL, Local Surgeon....Stockton.
DR. ABRAM L. VAN METER, Assistant Local Surgeon....Stockton.
DR. J. D. DAMERON, Consulting Surgeon....Stockton.
DR. B. F. WALKER (Oculist)....Stockton.
DR. F. H. DOWNING, Local Surgeon....Riverbank.
DR. H. D. SKINNER, Local Surgeon....Hughson.
DR. RAY R. DEARBORN, Local Surgeon....Madera.
DR. A. H. SWEENEY, Division Surgeon....Fresno.
DR. C. F. DICKENSON, Consulting Surgeon....Fresno.
DR. HOWARD H. HOPKINS, Assistant Surgeon....Fresno.
DR. J. R. WALKER (Oculist)....Fresno.
DR. G. W. WALKER (Consulting Oculist and Aurist)....Fresno.
DR. W. E. LILLEY, Local Surgeon....Merced.
DR. A. S. PARKER, Specialist....Merced.
DR. E. C. FOSTER, Local Surgeon....Hanford.
DR. J. THOMAS PEERY, Local Surgeon....Corcoran.
DR. JOSEPH SMITH, Local Surgeon....Bakersfield.
DR. K. S. McKEE (Oculist)....Bakersfield.
DR. F. J. MILLER, Assistant Oculist and Aurist....Bakersfield.
DR. G. C. SABICHI, Consulting Surgeon....Bakersfield.
DR. J. M. KIRBY, Assistant Surgeon....Bakersfield.
DR. W. H. MOORE, Assistant Local Surgeon....Bakersfield.
DR. L. HEULER. Local Surgeon....Fellows.
DR. H. M. HAWKINS, Local Surgeon....Taft.
DR. E. S. FOGG, Local Surgeon....Wasco.
DR. R. C. HILL, Local Surgeon....Exeter.
DR. RAY W. ROSSON, Local Surgeon....Tulare.
DR. ADDISON W. PRESTON, Local Surgeon....Visalia
DR. WM. G. CARSON, Local Surgeon....Cutler.
DR. G. A. HAWKINS, Local Surgeon....Reedley.
DR. HORACE G. CAMPBELL, Local Surgeon....Lindsay.
DR. S. A. BARBER, Local Surgeon....Porterville.

R. D. MONTGOMERY, General Watch Inspector, Topeka, Kan.
J. H. MACE, Assistant General Watch Inspector (Roadway and Station Service), Kansas City, Missouri.

### LOCAL WATCH INSPECTORS

HENRY W. COPP....San Francisco.
DEAN H. HARRISON....Oakland.
OTTO A. POULSEN....Richmond.
A. L. COLVIN....Fresno.
E. B. WARRINGTON....Corcoran.
AMERICAN JEWELRY CO....Bakersfield.

C. D. BROCKETT, Traveling Watch Inspector, Fresno.

At Richmond, 1st and 15th, 8:00 a.m. to 4:30 p.m.
At Pittsburg, 2nd and 16th, 8:20 a.m. to 11:25 a.m.
At Antioch, 2nd and 16th, 11:45 a.m. to 7:15 p.m.
At Stockton, 3rd and 17th, 8:00 a.m. to 12:15 p.m.
At Riverbank, 3rd and 17th, 2:00 p.m. to 6:00 p.m.
At Riverbank, 4th and 18th, 8:00 a.m. to 11:45 a.m.
At Calwa, 5th, 6th, 19th and 20th, 7:15 a.m to 3:40 p.m.
At Calwa, 7th and 21st, 7:15 a.m. to 11:50 a.m.
At Reedley, 8th and 22nd, 7:50 a.m. to 9:00 a.m.
At Cutler, 8th and 22nd, 12:05 p.m. to 2:15 p.m.

When 2nd, 8th, 16th, or 22nd are Sunday, the remainder of Schedule will be one day later than shown above.

(Continued from Page 3)

## SECOND DISTRICT

34. Double track between Fresno and Calwa, be governed by Rule D-151.

### VISALIA DISTRICT

35. Unless otherwise directed, extra trains between Calwa and Corcoran will run via First District.

### PORTERVILLE DISTRICT

36. Southern Pacific time table and rules govern between Oil Jct. and Ducor.

## THIRD DISTRICT AND SAN FRANCISCO TERMINAL DIVISION

37. Rule 9. Headlight must be displayed and markers lighted through all tunnels between Vine Hill and Pinole, and in addition both day and night, flagman and engine crew on all trains will have lighted red and white lanterns ready for immediate use.

38. Helper engines must not be detached from trains in tunnels.

39. Headlight on engines standing under train shed, Ferry Point, must be extinguished when steamers landing if reflection of same toward boat or slip.

40. In switching at Hercules powder plant, cars must not be dropped into any of the spurs but must be carefully shoved to spot or coupling.

In switching at Valley Spur, Muir, air must be coupled up and working, cars must not be dropped or kicked.

41. At Sando: Westward train holding main track when meeting eastward train must not pass preliminary board until signal 11503 assumes stop position.

At Christie, eastward train holding main track when meeting westward train must not pass preliminary board until signal 11742 assumes stop position.

42. Double track between Richmond and Ferry Point, be governed by Rule D-151.

43. Numbers 40, 46, 48, and 50 on arrival Richmond Ave. will head through west leg of wye and proceed as Numbers 321, 341, 309, and 305, respectively, and will register in book provided for the purpose in box near Oakland District Connection with leg of wye.

44. Numbers 310-322-342 and 302, on arrival Richmond will use first crossover, west of foot viaduct and proceed on signal given by yardmaster as Nos. 37, 45, 47 and 49 respectively.

### JUNCTION SWITCHES

Normal position of junction switches will leave unbroken rail as follows:

Bakersfield for Eastward Trains
Corcoran for First District
Laton for First District
Cutler for Visalia District
Reedley for Visalia District
Wyeth for Porterville District
Landco for First District

Minkler for Wahtoke District
Calwa for Westward trains from First District
Fresno for Eastward trains
Riverbank for Second and Third District trains
Richmond for Westward Third District trains
Richmond-Oakland District for Third District trains

## Railroad Crossings at Grade and Interlockers.

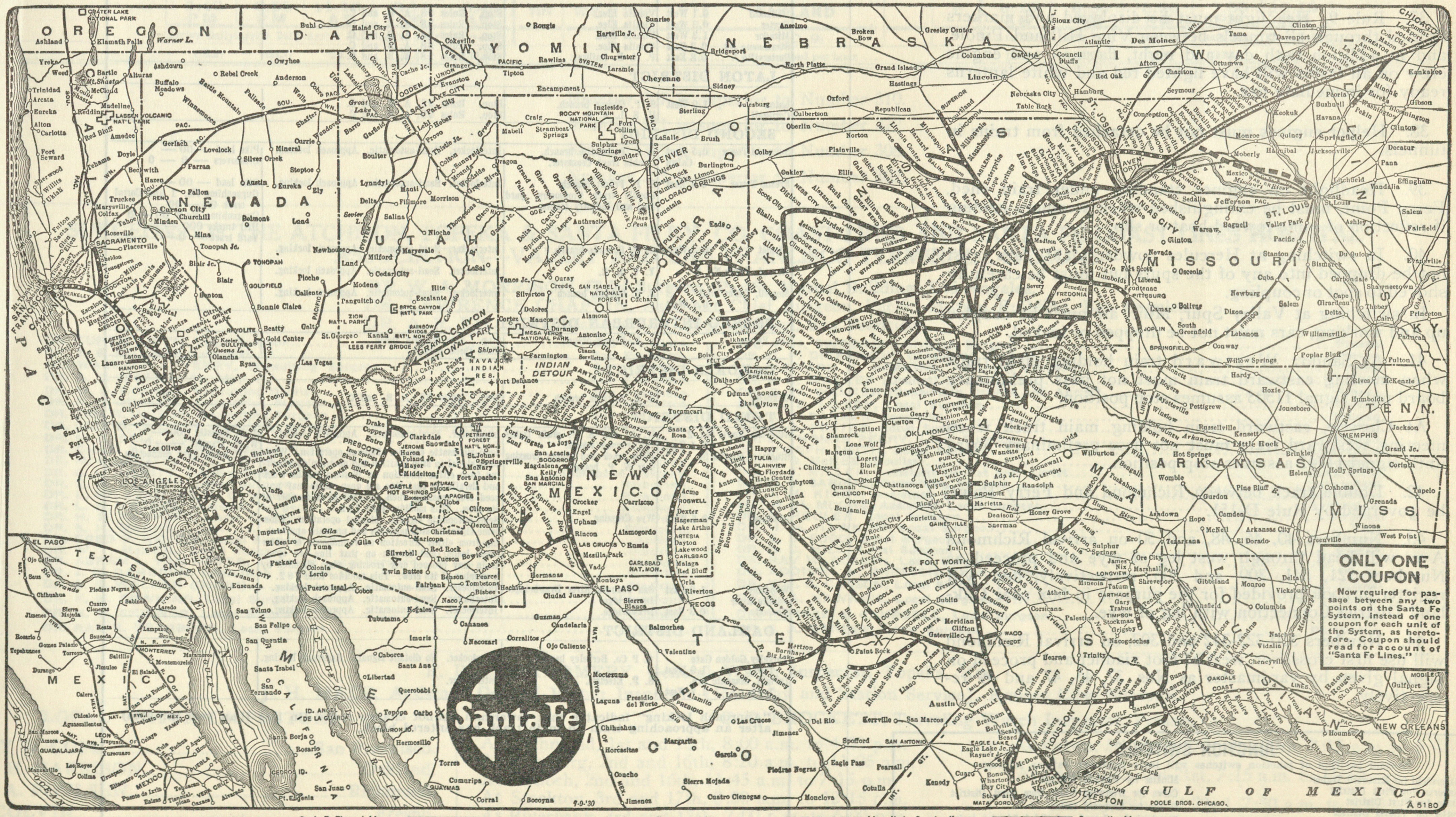
| Location | Tracks Governed | Rules | Whistle Signals Additional to Rule 820 |
|---|---|---|---|
| **FIRST DISTRICT** | | | |
| Kern Junction | Santa Fe double track connection to and from S. P. double track.<br>Santa Fe main track to Sunset track. | Interlocker. Semi-automatic. Approach locking. | Crossover — 0 — 0<br>Main track to Sunset — 0 —<br>West main to S. P West main — 0 |
| Hanford | S. P. Goshen branch. East end West siding and West end East siding. Ice house track. Stock yard track. | Interlocker. Semi-automatic. Approach locking. | Corral 000 —<br>Ice House 00 — 0 |
| Calwa 0.8 East | S. P. main track and entrance to yard. | Interlocker. Semi-automatic. Approach locking. | |
| **VISALIA DISTRICT** | | | |
| Tulare | S. P. main line. | Interlocker. No distant signals. Approach locking. | |
| Visalia | S. P. Visalia branch. | Stop. Send flagman ahead. | |
| Peral 1.5 West | S. P. Porterville branch. | Stop. Rules 98, A, B, and C. | |
| Lacjac 0.3 East | S. P. Porterville branch. | Stop. Rules 98, A, B, and C. | |
| **PORTERVILLE DISTRICT** | | | |
| Hillmaid 0.1 West | Visalia Elec. | Stop. Rules 98, A, B, and C. | |
| Exeter 0.3 West | Visalia Elec. | Stop. Rules 98, A, B, and C. | |
| Mirador 1.3 West | Visalia Elec. | Stop. Rules 98, A, B, and C. | |
| Strathmore Jct. 0.3 East | Visalia Elec. | Stop. Rules 98, A, B, and C. | |
| Porterville 0.8 East | P. N. E. Railway. | Stop. Rules 98, A, B, and C. | |
| **LATON DISTRICT** | | | |
| Laton 1.9 West | S. P. Goshen branch. | Stop. Rules 98, A, B, and C. | |
| Cornwell | H. S. L. R. R. | Stop. Rules 98, A, B, and C. | |
| **SECOND DISTRICT** | | | |
| Sunmaid Tower 0.5 West Calwa | S. P. Porterville branch.<br>Double track Crossover. | Interlocker. Semi-automatic. Approach locking. | Pike lead — 00 —<br>Crossovers — 0 — 0 |
| Fresno Tower 0.4 East | S. P. Friant branch.<br>Double track Crossovers, yard lead and Industry tracks. | Interlocker. Semi-automatic. Approach locking. | Pike lead — 00 —<br>Guggenhime No. 1 and Corral track 00 — 00<br>Guggenhime No. 2 00 — 0<br>Hill tracks 000 — —<br>Yard track — 0 — |
| Kismet 0.3 West | S. P. Berenda branch. | Interlocker. Semi-automatic. Approach locking. | |
| Merced, Tower No. 2 | Y. V. R. R. | Interlocker. Semi-automatic. Approach locking. | |
| Merced, Tower No. 1 0.7 West | S. P. Oakdale branch | Interlocker. Semi-automatic. Approach locking. | |
| **FRESNO INTERURBAN DISTRICT** | | | |
| Los Palmo | S. P. Friant branch. | Stop. Send flagman ahead.<br>Hand throw derails. | |
| **OAKDALE DISTRICT** | | | |
| Oakdale | S. P. Oakdale branch. | Stop. Rules 98, A, B, and C. | |
| **THIRD DISTRICT** | | | |
| Stockton, Tower No. 2 0.4 East | W. P. and S. P. main tracks and transfer tracks. | Interlocker. Semi-automatic. Approach locking. | S. P. transfer 000 —<br>W. P. transfer —— 0<br>W. P. main track connection 0 —— |
| Stockton Hunter St. | Main track and siding crossing over W. P. branch. | Semi-automatic signals. Manual operation. When home signal in stop position and no train approaching from either direction on Western Pacific track and derails on that line are open, train may proceed over crossing when signaled by a member of its crew. This modifies Rule 782. | |
| Stockton 0.5 West | Wye Crossing. | Semi-automatic signals. Manual operation. When home signal in stop position and no train approaching from either direction on roundhouse or water front leads, and derails on that line are open, train may proceed over crossing when signaled by a member of its crew. This modifies Rule 782. | |
| Woodsbro 1.0 East | San Joaquin River Drawbridge. | Interlocker. Semi-automatic. Approach locking. | |
| Middle River | Drawbridge. | Interlocker. Semi-automatic. Approach locking. | |
| Orwood 0.3 East | Drawbridge. | Interlocker. Semi-automatic. Approach locking. | |
| **OAKLAND DISTRICT** | | | |
| Berkeley, Golden Gate Tower 1.9 West | S. P Co. Berkeley branch. | Interlocker. No distant signals. Approach locking. | |
| Dwight, Masonic Ave. Tower 1.7 West | S. P. Electric. | Interlocker. | |

"Approach locking" indicates that towerman cannot change route (in less than two minutes) after an approaching train on main track has entered block.

# SANTA FE SAFETY FIRST

**"Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, all unsafe conditions or practices."**

(See General Rules E and F, Book of Rules.)




Santa Fe Through Lines — Double Track plus two main lines between Newton and Albuquerque — Lines Under Construction — Connecting Lines